Completed Work Cost \$188,332,000---Unfinished Contracts Amount to \$20,000,000

m will the dual subway system, is to make city travel cheap and be finished? It was promised 17, but if the lines are all in ion before 1922 the city will be finished? It was promised 17, but if the lines are all in ion before 1922 the city will be care. Why the delay? Partly c the war checked the delivery creats and the War Industries requested various new contracts; let, while as early as 1913 to reckon without the contractor to go ahead. Street trunnel is an essential part of the Manhattan scheme. The plans for this and another case it took a chance, and assume that the Roard of Estimate to reckon without the controller, who was, with some show of justice, in dignant.

For its unusual action the commission and the stand, allowed its work of g plans and preparing contracts in arrears. Also, two bodies responsible for the work, the Service Commission and the Service Commi of Estimate, each having a positional position of the safe and the state of the safe are posses, because one is Republic the other Democratic. During Mitchel administration all crry as a marriage bell. There that confidence and teamwork. The city administration, mainly through the controller, as suspicious and unfriendly in the commission.

Of Greater Financial Concern is the commission.

integr and materials has put the concentration between the Broadways are continued as a continued of the continued of the content of the cont

See the second property of the second propert

Completion of Certain Lines
Of Greater Financial Concern
Just now a dispute between the two boards is causing a deadlock, with delays costly to straphangers and taxpayers. Several separate issues are involved.

I—Completion of the Outstanding
Contracts for the Dual System.

Work has been completed and lines put in operation of a contract value of \$123,332,000. Further contracts to a value of \$80,000,000 have been left, on which there remains about \$20,000,000 worth of work to be done. Why should there be any question, now that the acce has returned, about finishing up that \$20,000,000 worth and making the whole \$80,000,000 worth and m

FT. HAMILTON WILL ADDITIONAL PLACED IN OPERATION

Two Bodies Responsible for Construction Lack Mutual Confidence and Team-Work

end of the Brooklyn Bridge, with no opportunity for ready access to trains traversing Manhattan. Even this operation required the reconstruction and third-tracking of the clevated to Brooklyn Bridge, although that bridge has a limited capacity and must sooner of later be reconstructed. The serious objections to these methods and the desire that the structure should be entirely removed from the cwic centre of Brooklyn led to the negotiation, with much difficulty, of the Ashland Place agreement, which was submitted to the Board of Estimate in December, 1917. It calls for an investment of approximately \$3,000,000.

(2) Flushing Extension.

Under the constitution New York VI-A Neglected Item of Ten and a

The cost is now found and estimated to be \$116,214,661.

For the itnes to be eperated by the New York Municipal Railway:

The cost as estimated in March, 1913, Present estimated cost, \$125,350,381.

The Public Service Commission of the Manhattan will the city receive from the revenues for Subways?

The cost as estimated in March, 1913, Present estimated cost, \$125,350,381.

The Public Service Commission of building on a large of the dual system. For instance, passing the public Service Commission of the Manhattan will the city receive from the revenues of the tax budget is in order. What Amount Most Taxes Pay for Subways?

The public Service Commission of building on a large of the tax budget is in order. What Amount Most Taxes Pay structing the better housing, the wider spread of population, which it was designed to promote. Fate is certainly a contrary dame.

1917. It calls for an investment of approximately 33,000,000.

(2) Flushing Extension.

The Gorona line terminates a little over a mile from Flushing. It should be extended to Main Street, Flushing, the commission thinks, and thus tap a thiving community, capable of extensive development, particularly along the radiating trolley lines. In addition, the Junesion would allow the constitutional limit, is now about sixty million dollars, thirty-five milically associated but not spent in past years, for various purposes; eleven millions for schools, two and a half for docks, ten millions for schools, two and a half for docks, ten millions for the Brooklyn marginal railroad. Thus about twenty-five millions, after construction of the yard necessary to the Queens lines on the Flushing meadows, where it logically belongs.

This extension would cost approximately \$2,000,000.

(3) Manhattan Beach Division, and the connection with the Nostrand Avenue line it is desirable to acquire, from the Long Island Railroad, trackage rights on its Manhattan Beach division, so that, after electrification, the Interborough could furnish service from its entire system to Manhattan and Brighton beaches. If this were done the ward for the Nostrand Avenue line could be supplied as an incident. No estimate of the cost can be made. In considering whether to contemplate any expenditure beyond the swilp neversary.

In considering whether to contemplate any expenditure beyond the swilp nover among all the city's services for permanent improvements; but the Board of Estimate of the cost can be made. In considering whether to contemplate any expenditure beyond the swilp nover among all the city's bear in the first of the margin of the city's low-rewing nover among all the city's bear in considering whether to contemplate any expenditure beyond the swilp nover among all the city's bear in considering whether to contemplate any expenditure beyond the swilp nover among all the city's low-rewing nover among all the city's low-rewing nover among all th

New Plan to Link
Two Subway Lines

stop. These trains would therefore take all the travel from Fourth Avenue local stations between Thirty-third Street and City Hall, inclusive, and would save most of the crowding at Forty-second Street and Lexington